

of the elements explained as partly responsible for the increase were reports of heavy ice, numerous misfortunes continuing during the season, & the autumn weather setting in shortly after September.

The shipping season of 1899, at Montreal, which gave so much promise at its opening is not turning out so busy as was confidently expected at the outset. Business is especially dull about the wharves. Up to the end of July both the number of ships, their tonnage, as well as the harbor revenue, has fallen off considerably, when compared with the business up to the corresponding date last year. Some blame the exceedingly low freight rates prevailing as the cause of the business inactivity. Prominent shippers complain especially of the manner in which the trade with London has fallen away.

The new pier at the foot of Jacques Cartier square, Montreal, is ready on the upper side to accommodate a vessel. The wharf, which is part of the harbor improvement scheme embraced in plan 12 a-2, will be 850 ft. long on the upper side, 850 ft. long on the lower side & 300 ft. in width. The pier will accommodate 5 large vessels. The crib work was begun last spring, & the superstructure about the middle of June. Over 800 ft. of crib work has been placed in position on the upstream side & about 600 ft. on the lower side. The pier, when completed, will be covered by 8 inches of black rock & 4 inches of macadam.

British Columbia Shipping.

The C.P.R. steamship Athenian is said to have been chartered to take a load of U.S. cavalry horses from Seattle to Manila.

Capt. McCroskie is now in charge of the C.P.N. Co.'s str. Princess Louise, while Capt. Foote will have command of the Danube, vice Capt. Meyers, who leaves shortly for England.

Capt. Cates has returned to steamboat business at Vancouver, after two years in the Yukon. In partnership with W. Haywood he has bought the Puget Sound str. Defiance, which has been transferred to the Canadian registry & will be used for short up the coast trips.

Now that traffic is increasing to points on the west coast, the necessity for its improved lighting is becoming more urgent. At present there are no light-houses on the whole western Island Coast north of Cape Beale, & mariners are strongly commenting on the fact. A light, they say, at the entrance to Barclay Sound, on Amphrite Point, would be of incalculable value to shipping, for, though right on the seaboard, Barclay Sound is one of the most difficult pieces of navigation to be found on the B.C. coast, for the entrance presents a perfect archipelago. There is a strong current setting towards Ucluelet, & it not infrequently happens that a sailing vessel is carried up to this locality & loses herself completely for a time. In foggy weather especially does this happen, & in nine cases out of ten the only thing that saves her is the deep channel. —Victoria Colonist.

Yukon & Northern Navigation Matters.

Passenger traffic is reported as very evenly divided between the upper and lower Yukon River boats.

The str. Bailey, a sternwheeler, built last year for the Bennett-City White Horse run, by S. S. Bailey, has been sold.

A boat is running between Taku Arm & Atlin City, & a tramway, two miles across, connects with Captain John Irving's str. Gleaner.

The str. Olive May, is said to have been purchased by the Bennett Lake & Klondike

Navigation Co., & is to be refitted & named the Dora. She will run on the upper Yukon.

The steamers of the Alaska Commercial Co. on the Yukon are now burning coal. Several thousand tons of good coal taken from a newly-discovered mine on Nation River, have been stowed in bunkers on the Yukon.

At the recent annual meeting of the Hudson's Bay Co., in London, Lord Strathcona said:—"The steamers Caledonia & Strathcona have been put on the Stikine river again, but the Co. can hardly expect the same profitable results from them this year, as the proposed railway from Glenora to Teslin Lake has not been proceeded with, although the line may probably ultimately be carried out."

U. S. Consul Cook, in a report from Dawson to the State Department, says:—"There is a great deal of activity in shipping here. At one time there were 17 steamboats at the various landings. The boats are providing improved accommodations for passengers & I do not see why excursion parties are not organized to come & see this land of gold, now that travelling is made comfortable. I should think a trip up the Yukon would be more interesting to Americans than a trip up the Rhine."

The International Navigation Co., owners of the St. Paul & other ocean steamers of the American & Red Star lines, is said to have organized the Empire Transportation Co. to operate a fleet of ocean steamers between Seattle & St. Michael, & 18 river boats between St. Michael & Dawson & intermediate points on the Yukon River. The transatlantic steamers, Ohio, Illinois, Indiana, Pennsylvania & Conemaugh, heretofore employed in the Liverpool & Antwerp trade, are said to have been secured for this route. It is also said the Empire Line will introduce a novelty in the shape of a river boat, so far as the Yukon is concerned. It will be patterned after Stanley's Congo light draft steamers with 6 small propellers in the stern, each one in its own compartment.

At a recent meeting of the Victoria Board of Trade it was decided to write the Canadian Pacific Navigation Co., requesting an improvement in the Northern Steamship service, & on receipt of the Co.'s reply to make a thorough enquiry as to what is required & what can be done. In introducing the subject A. G. McCandless said it was impossible to have a satisfactory service while the present plan of calling at Northern B. C. salmon ports was continued. The conditions of the two traffics were eminently different, & outbound Klondikers cannot be expected to take a steamer that will delay them in a section where they have no interest for days, while the steamer loads a few cases of salmon. Nor can the B. C. company expect to command the passenger business unless it provides vessels to handle it that will compare in speed, comfort & appointments with such craft as the Humboldt & the City of Seattle. He made an interesting statement when he said that the time had not long passed when the merchants of Victoria came to the rescue of the C.P.N. Co., & by signing a round-robin declaring an intention to boycott the road, prevented the C.P.R. placing a fast passenger steamer on the Victoria-Vancouver route.

The river ice in front of Dawson moved out May 17, & was soon followed by the arrival of a number of barges which started from the foot of Lake Laberge, & travelled in the rear of the ice floes. These were followed by the str. Flora. On account of low water considerable difficulty was experienced by steamers in getting down the river in the early part of June, much damage to hulls being done by shoals in Thirty Mile Creek & Teslin River. The str. Jas. Domville was totally wrecked at Thirty Mile, the steering gear not answering quickly enough for a sharp turn in the rapids. She was built last year for the

Klondike & Stewart River Pioneers, Ltd., an English Co., & was towed to St. Michael's whence she ascended the Yukon. Up to June 20 the following boats that wintered in the Yukon, from Rampart to Dawson, had arrived at the latter point:—Sovereign, Monarch, Victoria, J. J. Healy, Rideout, Mary E. Graff, Robert Kerr, Seattle, Arnold, J. C. Barr, Seattle No. 3, Lightning Clara, Oil City, Pilgrim, Herman, U. S. Stratton, Reindeer, J. C. Power, & John J. Cudahy. From the headwaters the following arrived at Dawson: Flora, W. K. Merwin, Columbia, Pingree, Tyrell, P. B. Lowe, Gold Star, Canadian & Ora. The Ora was the first boat to arrive with connection from the outside.

An informal meeting of Alaska Steamship Association was held in the office of the Canadian Pacific Navigation Co. at Victoria, July 25, & the representatives of the different companies included in the association proffered the fatted calf to the C.P.N. Co., which had given notice of withdrawal from the combine. The notice was given by letter which was read at a meeting of the association held at Seattle July 19. According to one of the Sound steamboat men present at the meeting the reason of the threatened withdrawal is said to be the same that nearly resulted in similar action several weeks ago. Both of the Canadian companies, the C.P.N. & Union, have threatened to pull out of the organization, unless the Seattle companies stop calling at B. C. ports while their vessels are en route to or from Alaska. So determined were they upon that move, that it was several days before the prospective trouble was obviated, & it was even necessary to have several conferences between the companies of the association. But even with the present stated withdrawal of the C. P.N. Co., it is believed that moral suasion will again result in drawing the recalcitrant members back into the fold. It is expected that after further discussions participated in by the members of the association, in the two countries, the body will be kept intact, & the C.P.N. people induced to reconsider their action.—Victoria Times.

Ontario & The Great Lakes.

The Thousand Islands passenger traffic has never been heavier than it is now.

W. Power, the veteran ship builder, is reported seriously ill with cancer at Kingston.

The Rainy River Navigation Co. has been incorporated under the Dominion Companies Act, capital \$99,000; headquarters, Rat Portage.

Captain Johnston, of the str. Princess Louise, is said to be negotiating for the purchase of another boat to ply between Ottawa & Thurso, Que.

Capt. J. Robertson, of the str. Darius Cole, is credited with being the oldest commander in active service on the lakes. He will be 73 next Dec. He began sailing 57 years ago.

The wreck of the old str. Rothesay is giving annoyance in the vicinity of Blalay's Point, near Prescott. The iron skeleton of the wheels stands only a few inches below the surface.

A survey of the proposed route of the Montreal, Ottawa, & Georgian Bay Canal is being made under W. Shanley, C.E., in order to satisfy the Government as to the estimated cost of the work.

Capt. Reynolds' str. Empress, built to replace the Golden City, burned last year, was launched at Lakefield July 17. She is 93 ft. over all, 16 ft. beam, has an 85 ft. keel & a promenade deck 78 ft. long.

The Western peninsula will hereafter have first-class service across Lake Erie to Cleveland, from Port Stanley & Rondeau. Tri-